

which would pertain to certain large airframes and large helicopters, and jet and turbine engines.

The UNIDROIT Convention and Aircraft Equipment Protocol together, when and if adopted and enacted into law by contracting states would provide a comprehensive international system to protect leasing and financing interests. Significant features might include default remedies, priorities, and establishment of an international registration system to register (record) international consensual interests, non-consensual interests, assignments, prospective assignments, and subordinations.

It is anticipated that the international registration system would be primarily an electronic notice system. As proposed, the international registration system is not intended to interfere with countries' existing national registration and recordation systems (e.g., Parts 47 and 49 of the Federal Aviation Regulations).

FOR FURTHER INFORMATION CONTACT: Joseph R. Standell, Aeronautical Center Counsel, Federal Aviation Administration, P.O. Box 25082, Oklahoma City, OK 73125, telephone number (405) 954-3296; fax number (405) 954-4676.

Dated: December 17, 1997.

Harold S. Burman,

Executive Director, Secretary of State's Advisory Committee on Private International Law, United States Department of State.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-97-63]

Petition for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemptions received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections.

The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before January 16, 1997.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. ____, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: 9-NPRM-CMNTS@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Heather Thorson (202) 267-7470 or Angela Anderson (202) 267-9681 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on December 19, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29077.

Petitioner: Bombardier Inc.

Sections of the FAR Affected: 14 CFR 25.1435(b)(1).

Description of Relief Sought: In lieu of the requirements of 14 CFR 25.1435(b)(1) for a complete hydraulic system proof pressure test on the airplane, Bombardier proposes to conduct a proof pressure test at the system relief pressure, 3400 psig, and component testing at 1.5 times operating pressure (4500 psi) per § 25.1435(a)(2).

Docket No.: 29052.

Petitioner: Business Airfreight.

Sections of the FAR Affected: 14 CFR 43.3.

Description of Relief Sought: To permit appropriately trained certificated

pilots employed by Business Airfreight (BAF) to replace navigation lightbulbs, landing lightbulbs, taxi lightbulbs, missing or broken static wicks, and missing or broken bonding straps on BAF's aircraft used in operations conducted under 14 CFR part 135.

Dispositions of Petitions

Docket No.: 28357.

Petitioner: United Airlines, Inc.

Sections of the FAR Affected: 14 CFR 145.45(f).

Description of Relief Sought

Disposition: To permit United Airlines, Inc., to continue to make available to all of its supervisory and inspection personnel one copy of its repair station inspection procedures manual, rather than providing a copy of the manual to each of these individuals.

Grant, December 1, 1997, Exemption No. 6393A.

Docket No.: 28835.

Petitioner: Southwest Airlines Co.

Sections of the FAR Affected: 14 CFR 43.3.

Description of Relief Sought

Disposition: To permit ramp supervisors employed by Southwest to take aircraft brake temperature readings on arrival of its aircraft.

Denial, December 5, 1997, Exemption No. 6704.

Docket No.: 28776.

Petitioner: Mr. Dwight E. Reber and Mrs. Cori P. Reber.

Sections of the FAR Affected: 14 CFR 21.25(a)(2), 21.29(a), and 21.185(c).

Description of Relief Sought

Disposition: To permit Mr. And Mrs. Reber to be entitled to a restricted category type certificate and airworthiness certificate for their Kamov Ka-26 light twin-engine helicopter.

Denial, December 2, 1997, Exemption No. 6702.

Petition for Exemption

Docket No.: 29077.

Petitioner: Bombardier Inc.

Regulations Affected: 25.1435(b)(1).

Description of Petition: In lieu of the requirements of 14 CFR 25.1435(b)(1) for a complete hydraulic system proof pressure test on the airplane, Bombardier proposes to conduct a proof pressure test at the system relief pressure, 3400 psig, and component testing at 1.5 times operating pressure (4500 psi) per § 25.1435(a)(2).

[FR Doc. 97-33621 Filed 12-24-97; 8:45 am]

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